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COUNTRY East Germany REPORTTOPIC Schoenefeld AirfieldEVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                     DATE OBTAINED                      DATE PREPARED 11 May 1955REFERENCES                     PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS                     This is UNEVALUATED Information

25X1

1. Air activity and aircraft at Schoenefeld airfield. 25X115 to 19 February 1955. There was regular commercial air traffic. The weather was favorable.20 February. The aircraft from Moscow and Prague were considerably late, because of snowfall and a visibility dropping to about 400 mters.21 February. A twin-engine aircraft                      landed at 1600 coming from Moscow. A twin-engine aircraft with tail wheel                      coming from Prague, landed at 1630. The aircraft which took off                      the morning were up to 90 minutes behind schedule due to poor visibility. 25X118 February. Local flights were made by 6 Li-2s. A command car which was parked next to the side of the runway. Next to the car was a main box with telephone connection to the flight control station in the western hangar near Diepensee. There was a dispatcher room from which the airfield lights were operated. The aircraft strength was not changed.27 February. At 0800, the Czech aircraft                      took off for Leipzig. Throughout the day, 1 twin-engine military aircraft and another twin-engine aircraft                      were parked in front of the eastern hangar in Diepensee. When the Leipzig Fair started, the 7 military aircraft which were parked in the open in Diepensee were transferred to Schoenefeld where they were parked along the fence near the hotel. 25X13 March. At 0800, the Czech aircraft                      took off for Leipzig. 25X15 March. A twin-engine aircraft                      with nose wheel took off                      Moscow. Two aircraft from Leipzig                      landed at 1000 and 1100 respectively. Two military aircraft with                      30 and 2 (blue) and with a white-bordered red field on the rudder assembly were parked in the northern section of the field. 25X1~~SECRET~~ - NOFORNCLASSIFICATION ~~SECRET~~ - U.S. OFFICIALS ONLY

7/15/55

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25X1

- 2 -

8 March. At 1400, the aircraft [redacted] coming from Leipzig, landed at short intervals. The twin-engine military aircraft [redacted] were ready to take off.

25X1

25X1

11 March. Aircraft [redacted] took off for Moscow at 0815.

14 March. Aircraft [redacted] took off for Moscow at 0800.

25X1

27 February to 14 March. There was regular commercial air traffic. During the Leipzig Fair, mostly Czech aircraft were employed.

17 March. A twin-engine Hungarian aircraft [redacted] with nose wheel landed at the field, coming from Budapest. The aircraft took off for Budapest at 0730 on 18 March.

25X1

25X1

25X1

[redacted] On 17 March, the 7 military aircraft, which had been transferred from Diepensee to Schoenefeld at the beginning of the Leipzig Fair, returned to Diepensee. Between 1300 and 1800, there was local flying by the aircraft from the western hangars.

19 March. On this and the following days, a twin-engine aircraft [redacted] was parked next to the other military aircraft. No red star or red flag was observed on the plane, but a blue rectangle was painted on the upper third of the rudder assembly.

25X1

25X1

26 March. Two twin-engine low-wing monoplanes with tail wheels and special markings were observed. Sketches were made of the tails. One of the aircraft [redacted] had a device under each wing about 0.5 meter from the engine toward the wing tip and an equal device under the fuselage at both wing roots. When seen from the front, the device looked like a round beehive about 50 cm wide and 40 cm high. The two twin-engine aircraft were of the same type as the twin-engine plane with 3 machine-gun cupolas made of plexiglass which had been observed on 9 February. One cupola was on the fuselage aft of the pilot's seat and the other two were on the right and left side behind the cabin. A light gray metal box, about 40 cm wide, 50 cm high, 60 cm long and rounded at the bottom was fitted under the fuselage. The device was closed.

25X1

26 March. A Soviet officer told the German kitchen women that Schoenefeld airfield would be turned over to the Germans in May or June 1955 and that the Soviet administrative personnel would return to the USSR.

25X1

25X1

[redacted] the German electricians would be trained as radio technicians.

25X1

23 March. A VPL general inspected the airfield and all installations.<sup>2</sup>

2. On 14 March, Schoenefeld airfield was occupied by 12 Li-2s, 4 biplanes, 2 high-wing monoplanes and 2 Li-2 commercial aircraft. Of the aircraft 6 Li-2s, 4 biplanes and 2 high-wing monoplanes were parked in the northeastern corner of the field. The other Li-2s [redacted] were parked in front of the western hangar. The 3 transports which were partially disassembled and were previously observed in front of the hangars in Diepensee were removed. At about 1100, 3 Li-2s took off and departed. Their return was not observed.

25X1

25X1

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- 3 -

3. Vehicular traffic observed included trucks

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1. Comment. Schoenefeld airfield is still occupied by a transport regiment and a transport and courier unit. During the Leipzig Fair, commercial aviation was intensified including many Czech aircraft. It is noteworthy that take-offs and landings were apparently made even in unfavorable weather. For sketches of tails of twin-engine aircraft with tactical symbols observed on 26 March, see Annex.

25X1

The type of the aircraft and the purpose of the metal box under the fuselage are unknown.

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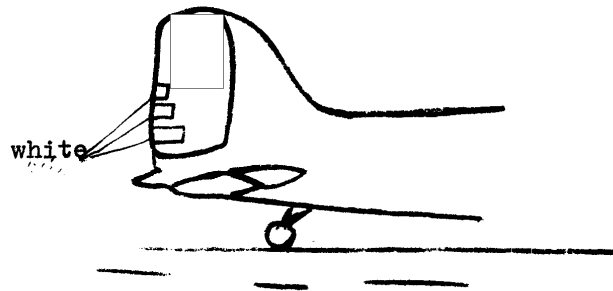
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Annex

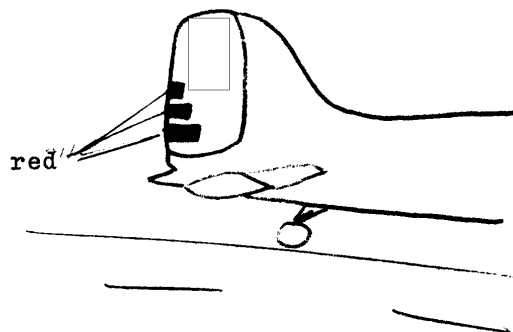


25X1

Tails of Twin-Engine Aircraft at Schoenefeld Airfield



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